

European Magazine.



Dalrymple

Son of Sir James Dalrymple Bart. born 24 July 1737

Pub by J Sewall Cornhill Dec 1 1802

THE
EUROPEAN MAGAZINE,
AND
LONDON REVIEW,

FOR NOVEMBER 1802.

MEMOIRS
OF
ALEXANDER DALRYMPLE, ESQ.

[WITH A PORTRAIT.]

ALEXANDER DALRYMPLE was born 24th July 1737, at New Hailes, near Edinburgh, the seat of his father Sir James Dalrymple, Bart. of Hailes. His mother, Lady Christian, daughter of the Earl of Hadington, fulfilled every duty of life with the highest estimation; not only being distinguished for the courtesy of her manners, but for affection as a wife and tenderness as a mother. She bore sixteen children to Sir James Dalrymple, whom the many years survived.

Alexander, her only now surviving child, was the seventh son, and born on his father's forty-fifth birth-day.

The eldest son, Sir David Dalrymple, Bart. became one of the Lords of Session, by the title of Lord Hailes, and is not only well known in the literary world by his many publications, but was highly respected in his profession as a Judge, and in his character as a man and a Christian.

James Dalrymple was brought up in the army, in which he rose to the rank of Lieutenant-Colonel; when he quitted that profession to enjoy social retirement with the wife of his affection, amongst his relations: he was highly respected and esteemed by his friends, amongst whom he had the honour of ranking the present Earl St. Vincent and Viscount Howe. His literary endowments were great, but he never published any thing during his life. Some much-admired poetical pieces of

his were published by his brother Alexander, after his death, as an Appendix to a Collection of Songs, in 1796, and many more remain in manuscript.

Another brother, Hugh, died a Captain in the Royal Navy, much respected in his profession.

John was repeatedly Lord Provost of Edinburgh, and much esteemed for his social virtues.

Alexander, at a very early period of his life, was taught GEOGRAPHY by his father, not learning by rote the names of countries, capitals, and subordinate towns, but by Sir James shewing his son the Maps, and pointing out those distinctions of form and situation, which were likely to make impression on a child's attention, and fix that impression on his memory; interesting the child, still the more, by narratives of his own travels, though they had not been extended beyond EUROPE.

At the breaking out of the rebellion, in 1745, Sir James Dalrymple, debilitated in constitution by ill health, carried his female and young family to Berwick; his eldest son being then at Utrecht pursuing his studies, and two others from home in the service of their King and country.

Alexander well remembers to have seen Sir John Cope on horseback, in a blue fur-tout coat, come over the bridge into the town from the English-side.

After the prosperous turn of affairs,

Sir James Dalrymple returned home with his family; and from thence Alexander went back to Haddington School, where he had been a short time before the rebellion drove his father to Berwick.

Alexander received his education under Mr. David Young, at a time when Mr. Young's school, at Haddington, was in high reputation; but as he left school before he was fourteen years of age, and never was at the University, his scholastic endowments were very limited. At school he had the credit of being a good scholar; and, after he left school, his eldest brother was wont to make him translate, off hand, some of the *Odes of Horace*; so that he was, for his years, a tolerable proficient in Latin: but going abroad, entirely his own master, before he was sixteen years of age, he neglected his Latin; and has never found so much use for it as to induce him to take any pains to recover it.

Sir James Dalrymple died in 1750; and the Hon. General St. Clair having married Sir James's sister, a very sensible and accomplished woman (the relict of Sir John Baird, Bart.), in 1752, from his intimacy with Alderman Baker, then *Chairman of the East India Company*, General St. Clair got Mr. Baker's promise to appoint his nephew, Alexander Dalrymple, a Writer in the Company's service; Alexander having conceived a strong desire of going to the East Indies, by reading *Nieuhoff's Voyages*, and a novel of that time, called *Joe Thomson*.

Alexander Dalrymple left Scotland in the spring of 1752, with his brother Sir David, who affectionately accompanied him to London. He was put to Mr. Kinrofs's academy, at Four-Tree-Hill, near Endfield, for some months antecedent to his appointment in the Company's service: he was obliged to Mr. Kinrofs for his great kindness and attention to him, and received much good instruction for his conduct through life; by which he greatly profited: but Alexander was too short a time at that academy to learn much of what was the object of sending him there, viz. *writing and merchants' accounts*; which are, at least were at that time, the *only qualifications* the East India Company thought requisite in their servants: the absurdity of supposing a boy of sixteen from an academy competent to keep a *set of*

merchants' books not entering into their wife noddles, some demur was made to Mr. Kinrofs's certificate of this part of Alexander's education not being expressed in terms sufficiently direct; however, this was not insisted on.

On the 1st of November 1752, Alexander Dalrymple was appointed a *Writer* in the East India Company's service, and, on the 8th of November, stationed on the *Madras establishment*. Alderman Baker disqualified early the next year; so that it was by a very accidental contingency that Alexander Dalrymple went to INDIA, his family having no India connexions; more particularly as he wanted a few months of sixteen years of age, which was the age required for a *Writer* to be: and his mother Lady Christian strongly objected to *his father's son* even tacitly assenting to countenance what was *untrue*; and she was not quite satisfied with being assured that it was with Alderman Baker's concurrence and approbation; it being urged, that the *spirit of the regulation* was to prevent *infants* being introduced into the service as *Writers*, and not to preclude a person for the difference of a few months in age. This is the only instance in which Alexander Dalrymple is conscious of having been accessory to *cheating* the Company, if it can be so termed.

Mr. James Baird, then of Downing-street, and afterwards of Soho-square, an army-agent, carried Alexander Dalrymple one day to Chelsea, where Mr. Baird visiting Sir John Trelawney, then a very old man, they were invited to stay dinner. Alexander having drank a glass or two of wine passed the bottle. This the old man took notice of, and said, to this effect: "Young man, I am very glad to see that; always judge for yourself, and you will do right; few men act wrong of their own inclination, but by following example, and wanting the resolution to judge for themselves, when example ought to be followed, and when not." This advice falling in a proper soil took root, and was never forgotten.

Alexander, about the middle of December, embarked at Gravesend on board the Suffolk Indiaman, commanded by Captain William Wilson! the ship was on fire the same night in the gun room, but it was extinguished without any considerable injury.

Captain

Captain Wilfon having *three* Supra-Cargoes to China going passengers, was unwilling to take Alexander Dalrymple as a passenger: however, he was prevailed on to give him a passage, at the instance of Mr. Richard Lewin, then his *Chief Mate*, and afterwards his *successor* in the command of the *Suffolk*; who being intimate with Mr. Wilfon, afterwards Sir Thomas Wilfon, a particular friend of General St. Clair, was by him induced to obtain Captain Wilfon to grant Alexander Dalrymple a passage, although he could not give him any *cabin*; which was no inconvenience, as, by the kindness of Mr. Lewin, he had at all times the use of his cabin.

The *Suffolk* sailed from the Downs the 26th December 1752, and, after staying a *fortnight* at the Cape of Good Hope, arrived at Madras on the 11th of May—a day since memorable by the *death* of *two great* men to whom their country owed much—William Pitt, Earl of Chatham! and George Lord Pigot! Captain Wilfon acted with all the kindness of a parent to Alexander Dalrymple, not only during the passage to Madras, but during the remainder of his life. For a month, while the ship remained at Madras, Captain Wilfon kept him to live in his house; which was the more fortunate to Alexander Dalrymple, as he was an entire stranger to every body at Madras, having only a letter of mere complimentary introduction to the *Governor*, from Lord Northesk, who had been in India, but was not personally acquainted with Mr. Saunders, the *Governor*; the other persons to whom Alexander Dalrymple had carried letters being either dead or absent, except one, who was so abandoned to drunkenness, that the very associating with him would have brought a stigma upon any youth, had his bad example produced no effect: and of this danger Alexander Dalrymple was kindly cautioned by Mr. Charles Bouchier who was then *Secretary*, and afterwards *Governor*, of Madras.

Alexander Dalrymple at that time writing a very bad hand, was not, at first, employed in the Secretary's Office, which is the only school where the general knowledge of the Company's affairs can be learnt; but was put under the *Storekeeper*; where he could neither learn any thing worth learning, nor was he in the way of being taken

notice of by persons in superior stations. However, he fortunately did not long remain in this situation, but was removed into the Secretary's office; and the late Lord Pigot, being appointed to succeed Governor Saunders, came down from Vizagapatam to Madras in October 1754. Alexander Dalrymple had been very particularly recommended to his protection by Lord Pigot's brother, the late Admiral Pigot, who was intimate in General St. Clair's family. Lord Pigot perceiving that Alexander wrote a very bad hand, intrusted him to hold his pen, and write with ease to himself. From this instruction he benefited more, in a few days, than by any thing he had been taught at school; and speedily attained to write a very good and fluent hand; and though not so *masterly* as Lord Pigot's, so much like his ordinary writing, that he often mistook it for his own. To this instruction the Public are in some measure indebted for whatever excellence there is in the *writing* to the *Maps* and *Charts* published by Alexander Dalrymple.

In this early period of his life, Mr. Orme, the distinguished Historian, then a Member of Council and Accountant, shewed him great civility, and wanted to have had him appointed his Sub-Accountant; alledging, that the ignorance he professed of accounts was not an objection, as he would soon make himself master of them, under his tuition; which he kindly offered. This favourable opinion of Mr. Orme arose from Alexander Dalrymple having written a note to him, as Commissary, concerning some Officer's affairs of which he had the management. The Sub-Accountant was one of the most honourable stations; and by the Company's regulations, after balancing a certain number of sets of books, the person occupying that station was entitled to any employment at the Sub-ordinates that became vacant, not occupied by a Member of Council. Although Mr. Orme's friendly intentions did not take place, yet he ever after shewed him countenance, and gave him the free use of his valuable library; where books were so rare, and it so well chosen, this was an inestimable favour. It was the desire to read a book in this library that induced Alexander Dalrymple to learn *French*; having been such an *Anti-Gallican* when a *boy*, that although compelled to go to a *French*

French school in Edinburgh, before he left Scotland, he would *not learn French!* but finding *Bouvet's Voyage* in Mr. Orme's library, he applied himself to the book without a master, and, with the assistance of a dictionary, then translated it. Mr. Orme continued his friendship to Alexander Dalrymple during the remainder of his life.

Whilst Alexander Dalrymple was in the Secretary's office, he received the countenance of Mr. Dupré, the Secretary, who afterwards applied to have him appointed his *Deputy*, although not then in his office, and would have resigned the Secretaryship in his favour in 1759, when Alexander Dalrymple went on his Eastern voyage.

During the time Alexander Dalrymple was in the office of Deputy Secretary, examining the old records, to qualify himself, by the knowledge of them, to fill the office of Secretary, which he was in succession to expect, he found the *commerce of the Eastern Islands* was an *object of great consideration with the Company*, and he was inspired with an earnest desire to recover that important object for this country.

A favourable opportunity offered for putting this into train; his old friend Captain Wilson having been appointed by the East India Company Commodore of all their Ships and Vessels, and Commander of the *Pitt*, of 50 guns, for his good and gallant conduct, arrived in September 1758.

The circumstance which obtained this distinguished mark of the Company's favour deserves to be commemorated. The Suffolk, Captain Wilson, as senior Officer *Commodore*; Houghton, Captain Walpole; and *Godolphin*, Captain Hutchinson; were, on their passage home to England from China, encountered by a French ship of the line and a large frigate off the Cape of Good Hope in the night, and exchanged some shot: Captain Wilson endeavoured to get away; but finding the French ships outailed the Indiamen, in the morning he made the *signal for the line*, and bore down upon the French. M. de Soupire, second in command to General Lally, was on board the ship of the line. On seeing the English bear down, he desired the French Captain to pursue his voyage without engaging further. The Captain remonstrated, questioning his *authority* to interfere, and declaring they were but merchant

ships, incapable of defending themselves against so superior a force. M. Soupire produced his authority to command in the absence of General Lally and Count D'Apché, and ordered him to pursue his voyage; declaring, that he did not question their being merchant ships, but, as it appeared they were determined to defend themselves gallantly, an accidental shot might disable his ship, and entail fatal disappointment on the *expedition* to India, of which that ship made a part, and that the prize of some merchant ships was of no consequence to the King of France.

This conveys a forcible lesson against despondency, as the escape of the Indiamen arose entirely from Captain Wilson's good conduct.

When Commodore Wilson arrived at Madras, in the *Pitt*, in September 1758, he had on board Sir William (then Colonel) Draper, and part of his regiment. The *Pitt* was destined for China. Commodore Wilson, whose sagacity and maritime knowledge was equal to his courage, had reflected during the course of his voyage from England, in what manner his *passage* to China could be attained at that season; and it occurred to him, that the same principle by which ships went to the Malabar Coast and Persia from Madras in the South West monsoon, was applicable in a *passage* to China, viz. by crossing the line, and taking advantage of the *contrary monsoons* that prevail at the same time in North and South latitudes. Thus, as the ships from Madras stand to the South East with the South West winds, till they get into the South East trade in South latitude, and then stand Westward, till they are to windward of their intended port, when they cross the Line again into North latitude: so Commodore Wilson reasoned, that the North West winds would, in South latitude, carry him far enough Eastward to make the North East wind a fair wind to China. Sir William Draper countenancing his opinion, Commodore Wilson, on his arrival at Madras, mentioned the subject to Alexander Dalrymple, and asked his sentiments; which entirely concurring with his own, and being confirmed by reference to Saris, &c. who had performed the most essential part of the voyage, though with a different object; Commodore Wilson was thereby induced to propose it to Governor Pigot,

Pigot, who consulted Alexander Dalrymple; whose explanation satisfying him that it was feasible, he dispatched Commodore Wilson to China by such route as he thought proper to pursue, leaving to his own discretion the execution of that intention; Governor Pigot observing, that he would not give a positive order, lest some unforeseen obstacle should intervene. Commodore Wilson performed the voyage highly to the credit of our maritime reputation, and much to the advantage of the Company, who were so sensible of Commodore Wilson's merits, that they presented him with a *gold medal* on the occasion. This event is one of the characteristic points in the history of Navigation, and highly merits especial notice.

Circumstances occurred in the discussion of the proposition made by Commodore Wilson, which induced Alexander Dalrymple to propose, and Governor Pigot to accede to, his going in the Cuddalore schooner to the Eastward, on a voyage of general observation; although it had a particular destination.

After the *siege* of Madras, which continued from the middle of December 1758 to the 17th of February 1759, when Mr. Dupré offered to resign the Secretaryship to Alexander Dalrymple, then his Deputy, Governor Pigot thinking *that* a more beneficial object, endeavoured to dissuade Alexander Dalrymple from the voyage; and when ineffectual, proposed that Alexander Dalrymple should go down to Bengal, where Lord (then Colonel) Clive was Governor, that he might go properly equipped; however, Alexander Dalrymple, unwilling to run any hazard of a disappointment, and warm in pursuit of an object of whose national importance he had been long convinced, rather chose to go in the Cuddalore as *she was*; but as Madras, from the devaluation attending the *siege*, could not supply the stores wanted for such a voyage, it was necessary to proceed to China, to get that supply from the ships that resort thither.

The Hon. Thomas Howe, since deceased, commanded the Winchelsea Indiaman, in which ship Colonel Draper returned to England by way of China. Mr. Howe most obligingly took occasion, one day at Governor Pigot's before dinner, to say to Alex-

ander Dalrymple, that as he understood Alexander Dalrymple was going to sea, so far as their way lay the same, Mr. Howe would be very glad of his company with his friend Colonel Draper on board the Winchelsea. This obliging offer was accepted; and from that able navigator Alexander Dalrymple received his first nautical tuition: having embarked on the Winchelsea the 22d of April 1759.

During the siege of Madras, Mr. William Roberts, who had been a Supra-Cargo to Manila, was killed by a shell; in his collection were some *Spanish Histories of the Philippines*: these Alexander Dalrymple purchased; and although entirely ignorant of that language, with the assistance of a Dictionary, taught himself it sufficiently to obtain much information concerning those parts, particularly concerning *Sooloo*.

It ought, perhaps, to be observed, that during the siege of Madras, the *first collection* of the *South Sea Voyages* was made by Alexander Dalrymple, as it shows how little influence that siege had on persons minds at the time; not that this was the peculiar situation of his mind, but it was the sense that pervaded with almost every body, even the *Black people*, who were unconnected with martial affairs; this the two following instances will confirm. The Shaftsbury Indiaman being a very bad sailer, and consequently retarding the fleet that was bringing the troops to the relief of Madras; the sick were put on board off Ceylon, and that ship was left to make the best of her way by herself, no idea being entertained that this ship could reach Madras before the fleet, however by accidental winds it so happened. There was then in Madras road, the Haerlem, a 50 gun ship, which the French had taken from the Dutch, though then at peace, and a French frigate. Alexander Dalrymple was sent off in a *Masfoolah*, which is the boat rowed by Black people, used for passing the *surf* at Madras, with orders to the Shaftsbury, then coming into the road: when he got on board, the French frigate came to attack her, upon this the boat's crew, instead of endeavouring to get away, which they might easily have done, came on board the Shaftsbury, and asked Alexander Dalrymple if they should go to the *guns*; the *frigate* fired a broadside,

which being returned by the Shaftsbury, the frigate fired a few guns more, and sheered off.

Some other boat people, early in the siege, were sent to carry the ladies from Madras to Sadras, a Dutch Fort a few miles to the southward; when the boats reached Sadras, they found the French had seized the Dutch Fort.

The French loaded the boats with shot, &c. for the assailants at Madras, putting a few French men into the boats, to take care of the ammunition. The boatmen were unarmed, but they concerted together, and took an opportunity of seizing the Frenchmen, whom they brought *prisoners* to Madras, with the shot, &c., the value of which was given to the Boatmen, for their good services. These little incidents show the temper and disposition prevailing at that period, when our *good faith* was as conspicuous in India as our *courage*.

Alexander Dalrymple going on this *eastern* voyage, makes a new æra in his life.

As the Cuddalore went under the *secret orders* of the Governor, it was not thought proper to apply to the Council for the provision of such a *cargo*, as was necessary in countries where there was no regular communication, or commerce; and where even provisions could, probably, only be purchased by barter; a small cargo was put on board at the expence of the Governor, who permitted Captain Baker, the Captain, to have a fourth concern. The evening before Alexander Dalrymple embarked, Governor Pigot presented him with an instrument, making him a present of whatever *profits* might accrue from the three-fourths concern. Having never insinuated such an intention, he left no ground for mercenary imputation against Alexander Dalrymple, in undertaking the voyage, or against the Governor himself for ordering it.

As before observed, Alexander Dalrymple embarked in the *Winchelsea*, 22d April, 1759, and having joined the Cuddalore, Captain George Baker, in the Strait of Malacca, whither that vessel had been dispatched a few days before the *Winchelsea*; Alexander Dalrymple quitted the *Winchelsea*, and embarked on the Cuddalore, 3d June, in the Strait of Singapore.

It cannot be pretended to give a recital, however brief, of the course

of this voyage, of which Alexander Dalrymple has not hitherto published any connected journal, but it must be taken notice, that it was in this voyage, the English *visited* Sooloo. Alexander Dalrymple concluded a *treaty* with the Sultan, and made a *contract* with the principal persons, for a *cargo* to be brought on the *East India Company's* account, which the natives engaged to receive at 100 per cent profit, and to provide a *cargo* for *China*, which they engaged should yield an equivalent profit there. The principal person with whom this contract was negotiated, was *Dato Bandabara*, the *Head and Representative of the Nobility*; for the *Sooloo Government* is a *mixed Monarchy*, in which, though the principal *Nobility* and *Oranky's* meet in the *National Council* to deliberate, the authority is vested in a few Officers, who are *Hereditary*; the *Sultan*, *Dato Bandabara*, who represents the nobility, and *Oranky-Mallick*, who represents the people; matters of Government depending on the concurrence of *two* of the *States*, of which the people must be *one*.

The person, then filling the *Hereditary Office* of *Bandabara*, was as conspicuous for the probity and exalted justice of his character, as by his distinguished rank, of which, whilst Alexander Dalrymple was at *Sooloo* in 1761, an occasion occurred for *Bandabara* to exert; there were at this time *two Chinese Junks* in *Sooloo Road*. In the *cargo* of *one* of them the *Sultan* had an interest; the *other* belonged entirely to *Chinese Merchants*, of *Amoy*. The *Sultan*, who was very avaricious, in hopes of getting money from the *Chinese*, or thinking, perhaps, that it would be more advantageous for the *sale* of the *cargo* in which he was concerned, laid an *embargo* on the *other Junk*; *Bandabara* and *Oranky Mallick* remonstrated with the *Sultan* on the impropriety of this behaviour to *Merchants*, but without effect, upon which *Bandabara*, and *Oranky Mallick*, with *Panglema Milabam*, a person of a *Military Order*, consonant to *ancient Knighthood*, when *honours* were the *rewards of public merits*, went on board the *China Junk*, in which the *Sultan* had an interest, and brought her rudder on shore; informing the *Sultan* that they would detain the *one*, if he obstructed the departure of the *other*; this well-timed interference had its due effect, and

and both *Junks* proceeded without further molestation, on their voyage home.

The influence of the Sultan and Nobility, depends on the number of their *vassals*, and on the attachment of those *vassals*; the *Bandabara* was beloved and honoured by his numerous dependants; and powerful, by the influence of his character, with the other nobility. He was the principal person in entering into the contract for the cargo to be brought, but for the greater security, he made every one of the nobility and people, who wished to participate in this cargo, sign an instrument, declaring to what amount they engaged to deliver goods in return, which was delivered to Alexander Dalrymple, and the rates of the goods to be delivered in return, was settled; they engaging to make up any deficiency there might be of 100 per cent. profit in China, on the average of these returns; they being entitled to any surplus that might arise above 100 per cent.

All new undertakings are liable to contingent embarrassments; and a complication of disasters befel in this attempt.

Alexander Dalrymple returned to Madras from his Eastern voyage on the 28th of January 1762. The Company's Administration approved of his proceedings; and, on the 2d of March, 1762, having resolved to send, on the Company's account, the cargo stipulated, employed him in expediting the provision of that cargo.

Individuals were desirous of undertaking the voyage as a *private adventure*; but Alexander Dalrymple expressed to Governor Pigot his objection to deprive the Company of the prospect that offered of great advantage in a voyage undertaken at their expence. Alexander Dalrymple's own expences in the voyage of almost three years amounted to 6121.; which sum was repaid by the Governor and Council of Madras; but Alexander Dalrymple did not ask or receive any pecuniary advantage to himself. The expences of the Cuddalore schooner in this long voyage for provisions, wages, repairs, &c. did not amount to 4000l.

It was intended to have sent the Royal George, Captain Skottowe, in April 1762, with Alexander Dalrymple to Sooloo with part of the cargo; and an Indiaman was to have followed

with the remainder; but the London Packet arriving from England, Alexander Dalrymple recommended to substitute her for the Royal George, not only to lessen the expence of the undertaking to the Company; but as the Royal George was wanted to carry back to Bencoolen the Company's servants on that Establishment, who had been made prisoners by the French; and if the Royal George was not so employed, the Admiral Watson must, instead of carrying home a cargo to ENGLAND, which was ready.

On the 10th of May 1762, the London was accordingly appointed for the Sooloo voyage, and fifteen military Coffreys were ordered on board. Alexander Dalrymple was appointed by commission, on the 31st of May 1762, Captain of the London.

The President and Council, in their letter of the 17th of April 1762 to the Court of Directors, gave Alexander Dalrymple the character of being "a man of capacity, integrity, and unwearied application."

The late Admiral Kempensfelt (then the Admiral's Captain) writes, in a letter to Admiral Pocock, dated on board his Majesty's ship Norfolk, in Madras Road, 1st April 1762, "The Company have a fair field open to them to establish their trade upon an advantageous footing; but I apprehend it will require a nice judgment and dextrous management to effect this, in such a manner as not too much to alarm and raise the jealousy of other European States. It must not be by attempting to ingross much, but by a moderate and judicious choice of what trade they take to themselves, and of the places they establish settlements at."

"I find we may, if we please, have a share in the spice trade, without interfering with those islands the Dutch have settlements at, as in the South East part of those seas are many islands, probably not known to the Dutch, abounding with spices; some of them producing cinnamon equal to that of Ceylon, besides several other commodities for commerce. These discoveries have been made by a young Gentleman of this Settlement (Dalrymple); he is lately returned here, having been absent amongst these islands three years in the Cuddalore schooner to make discovery and observations. Mr. Pigot was very happy in his choice of this young

young Gentleman for such a service, as he is a person of a good education, quick parts, and talents naturally adapted for such an employ. His observations have been far from superficial; he has penetrated deep in his inquiries, and directed them to such objects as most concerns the interest of the Company to know. He is now going amongst these islands in the Royal George, with a cargo, to commence the establishment of a trade which may, in time, prove the source of great profit to the Company.

"While this Gentleman was out upon this discovery, he was at Manila, on the island of Luçon; he learnt there, by his acquaintance with some of the Jesuits, that they are at present possessed of a fund of 123,000 dollars, for prosecuting discoveries and establishing settlements in those parts lying to the Southward of the Moluccas; a track that we know nothing more of than that there is land, but whether continent or island no discoveries yet have reached far enough to determine."

In the instructions to Alexander Dalrymple, from the Governor and Council of Madras, dated the 7th of June 1762, they say, "We do not stipulate any commission to you, for your care and trouble in this voyage, being persuaded that your good and faithful services will meet with a more ample reward from our masters than we think ourselves authorised to promise you: we shall not fail to give them a just information of your proceedings, and recommend to you a full confidence in their generous consideration of your zeal as the surest way to obtain their favour."

Alexander Dalrymple had, on this voyage in the London, no settled allowance or emolument, the Company only paying his expences; and the adventure in the Cuddalore was made over to the Company, who repaid Governor Pigot the amount of the *outfit*.

To the substitution of the London for the Royal George may, in great measure, be attributed the misfortunes of the voyage; for the Indiaman that was to follow could not find her way to Sooloo, and carried the remainder of the cargo to China, from whence it was sent to Manila, then come into our possession, and from thence sent to Sooloo, and indiscreetly delivered before the former account was settled.

Alexander Dalrymple, in the passage from Madras to Sooloo, first visited Balambangan; and, on his arrival at Sooloo, found the small-pox had swept off many of the principal inhabitants, and dispersed the rest; so that very ineffectual measures had been taken towards providing the intended cargo. But although this unexpected calamity, which, in the Eastern islands, is similar in its effects to the plague, was a true and sufficient reason for the disappointment of the cargo, yet a still more efficient cause was the death of Bandahara, soon after Alexander Dalrymple's departure from Sooloo, the preceding year.

A few days before the death of this good man, he sent for the Linguist whom Alexander Dalrymple had employed, and who had remained behind at Sooloo, asking if he thought the English would certainly come again. The Linguist declaring that it was not to be doubted; Bandahara thereupon expressed his concern, saying, that it would have made him very happy to have lived to have seen this contract faithfully performed on their part, and the friendship with the English established on a firm footing. The Linguist observed, that they were all equally bound. Bandahara replied, that although this was true, all had not the same disposition; and perhaps none else the power of enforcing the due execution of their engagements; but that he was resigned to the DIVINE WILL!

The situation of affairs at Sooloo made new arrangements necessary; the result of which was, that one half of the cargo brought thither in the London should be delivered, to enable the Sooloos to provide goods for the expected Indiaman; but that ship not arriving, new difficulties arose; as the London was not large enough to receive the goods they had provided; and the necessity of her departure made it indispensable to deliver the remaining half of the cargo, which had been retained, as an incitement to the Sooloos faithfully to pay for that portion they had received. By delivery of the remainder, every thing was necessarily left to the mercy of the Sooloos, subjected not only to their honour, but to their discretion; for if the goods they received were dissipated, they could obtain no cargo in return; having nothing to deliver to their vassals

vassals for their services, without which they were not entitled to those services. It is obvious, if, instead of the London, Alexander Dalrymple had brought the Royal George to Sooloo, this voyage, notwithstanding the death of Bandahara, and the calamity of the small-pox, might have been profitable, in a commercial view, although not so advantageous as would have been the case had Bandahara lived, and no public calamity, like the small-pox, had occurred. However, these accidents did not prevent Alexander Dalrymple obtaining a grant of the island of Balam-bangan for the East India Company; of which Alexander Dalrymple took possession on the 23d of January 1763, on his return towards Madras.

It appearing, not only to Alexander Dalrymple, but to his friends, that the success of our future intercourse in the Eastern Islands would depend on the Court of Directors receiving full information on the subject, Alexander Dalrymple determined to proceed to England for that purpose.

The President and Council thought it proper that Alexander Dalrymple should proceed again to Sooloo on the Neptune Indianman, in the way to China, and Alexander Dalrymple was to embark from thence for England. On the 5th of July 1763, Alexander Dalrymple accordingly sailed from Madras in the Neptune; the time of that ship's departure from Sooloo was limited; and, having had a tedious passage, she did not arrive till the 7th of September; so that she was only twelve days there; in which time, she could not receive all the goods provided in payment of the cargo by the London Packet; and many goods, so provided, had been loaded on Chinese junks, in despair of any ship's arrival.

On the 19th of September, Alexander Dalrymple got a grant for the Company of the North end of Borneo and South end of Palawan, with the intermediate islands.

The President and Council had authorised Alexander Dalrymple to enter into a further contract with the natives of Sooloo, on the Company's account, upon the assurance of a ship being sent the succeeding year. But as there was still an outstanding debt, Alexander Dalrymple did not think proper to increase the Company's risk, though he strenuously urged the natives to provide goods, in payment of their debts, for that ship to receive.

On the 19th of September 1763, Alexander Dalrymple sailed from Sooloo in the Neptune. As it was no loss of time, or increase of risk, he thought that it would be proper to call at Manila, in the way to China, in order to inform the Company's Administration at Manila, which was then in our possession, of the state of affairs at Sooloo.

At Manila, the old Sultan of Sooloo, who had made his escape from the Spaniards, and taken our protection, urged Alexander Dalrymple to return to Sooloo with him, as he thought Alexander Dalrymple's presence there would contribute essentially to his peaceable restoration; and he assured Alexander Dalrymple, that every thing he could wish, for the Company's advantage, should be done: for this reason, Alexander Dalrymple desisted from his intention of returning to England, by way of China, and remained at Manila.

Whilst Alexander Dalrymple was at Manila, the orders for evacuating that place arrived. In consequence of some imputations on Mr. Drake, the Company's Deputy Governor, the Spaniards refused to have any communication with the Government whilst he presided; whereupon Mr. Drake resigned, on the 28th of March 1764; and the remaining Members of the Council addressed Alexander Dalrymple to desire that he would accept of the Government; representing, that as it would be but for a few days, it would not retard his voyage. However disagreeable the situation, Alexander Dalrymple thought his duty to the Company required him not to shrink from the call; and on the 29th of March 1764, he was accordingly Provisional Deputy Governor of Manila; although the King's Officers, on Mr. Drake's embarking, refused to acknowledge his authority in appointing Alexander Dalrymple in General Orders, alledging that Mr. Drake had abdicated the Government. On the 29th, nothing was left for the Company's Agents, but to protest against them for all consequences, and to retire to Cavite, as soon as the Company's treasure was embarked; which accordingly was done on the 30th; and when that place was delivered up to the Spaniards on the 11th of April, Alexander Dalrymple proceeded to Sooloo, in company with the man of war and transports that carried away the garrison of Manila, together with the London

don Packet, which had been allotted to carry back the Sultan of Sooloo.

After the departure of the transports for Batavia, Alexander Dalrymple remained at Sooloo, in a small galley, without any other European, having sent the London Packet to Balambangan, in expectation of the ship from Madras, on the 8th of June 1764.

Having seen the old Sultan peaceably re-established in the government, Alexander Dalrymple received, from him and the principal Officers of the State, on the 29th of June, a grant, for the Company, of the Northern part of Borneo, from Keemannees, on the West side, to Towfan Abai on the North East. Alexander Dalrymple then proceeded in the galley to Balambangan, where he planted many cocoa-nut and fruit trees; and returned to Sooloo, having continued till he despaired of any ship arriving from the coast; for notwithstanding the assurance given in his instructions when he embarked on the Neptune, no ship was sent although the Pitt arrived at Madras in January 1764 from England, with the Company's favourable sentiments, dated the 23th of May 1763, viz.

Par. 18. "We now direct, if you find a residence at Sooloo is feasible, that Mr. Dalrymple be appointed our Resident there, if he chooses it. Although there may not be an immediate prospect of any considerable profits by trade, yet, by a residence there, opportunities may be had of exploring those parts, and striking out some advantages very beneficial to the Company; and from what we have observed of Mr. Dalrymple's conduct in this affair, we make no doubt of his acquitting himself in the said station fully to our satisfaction *."

In October 1764, Alexander Dalrymple left Sooloo, in the London Packet, for China, and arrived on the 22d of November.

Alexander Dalrymple found at Canton, in a private letter from Madras, a copy of the Company's favourable sentiments in his behalf; which operated as a strong incitement to return to England, in hopes of having the intercourse with the Eastern Islands established on a firm basis; but, unfortunately, when Alexander Dalrymple got home on the 10th of July 1765, Mr.

Sullivan was no longer in the Administration of the Company's affairs, and Alexander Dalrymple found very little countenance, in his successors, to the plan which Mr. Sullivan had so warmly espoused.

The advantages which would have attended an establishment in the Eastern Islands, not only to the East India Company but to this country, are fully stated by Alexander Dalrymple, in a pamphlet entitled *A Plan for extending the Commerce, &c.* published in 1771, though printed in 1769.

Manila being captured by the English in 1762, Captain Kempensfelt brought home the Admiral's dispatches of that event. The Earl of Egmont, who then presided at the Admiralty, was intent on prosecuting discoveries in the South Seas, and applied to Captain Kempensfelt for information on the subject: that gallant Officer, with the liberality so distinguishable in his character, instead of recommending himself to the attention of the First Lord of the Admiralty by the information he had received from Alexander Dalrymple, without any reserve or confidential communication, but merely in conversation, told the Earl of Egmont, that all he knew on the subject he had learned from a Gentleman, who was expected home, offering to introduce him to his Lordship when he arrived. The Earl of Egmont desired him to do so; and Captain Kempensfelt called on Alexander Dalrymple, after his return to England, and informed him of the Earl of Egmont's desire to see him, with an offer to introduce him; which Alexander Dalrymple declined, as Lord (then Sir George) Pigot and the Earl of Egmont were at variance.

Alexander Dalrymple having agreed to accompany his friend, the Hon. Thomas Howe, to the Downs, on board the Nottingham Indian, of which ship he had got the command after the loss of the Winchelsea in Bengal River. in the passage from Graveend in a boat, Lord Howe accompanied his brother and Alexander Dalrymple. It was observed, in conversation, what a loss and shame it was, that there should be no Hydrographical Office established in this country. Mr. Howe asked Alexander Dalrymple if he would

* These very sensible instructions were sent from England immediately after Mr. Sullivan gained the ascendancy in the direction: he had not the least personal acquaintance or connexion with Mr. D.

like such an office? Alexander Dalrymple replied, that if he did not go back to India, he should like it very much. Some time after, Lord Howe called on Alexander Dalrymple, who happened to be from home; but meeting in the street, in a few days after, Lord Howe informed Alexander Dalrymple, that in consequence of what had passed with his brother, he had urged Lord Egmont to establish such an office, and had informed his Lordship, that there was a very proper person in his eye, whom he would name, if such an establishment took effect. Lord Howe said, he had called on Alexander Dalrymple to say that Lord Egmont had recently informed him his Majesty had been pleased to approve of the office, and promised to assign 500l. per annum for that purpose. Alexander Dalrymple mentioning this to a person in the Royal Navy, now dead, he immediately went to Lord Egmont, and got his Lordship's promise in his own behalf. However, the appointment did not then take place.

Discoveries in the South Sea having been a favourite object of Alexander Dalrymple's researches, he communicated his collection on that subject to the Secretary of State, Earl Shelbourne (now Marquis Lansdown), who expressed a strong desire to employ Alexander Dalrymple on these discoveries, at the same time expressing his regret that he was not acquainted with Alexander Dalrymple when Captain Wallis was sent.

Afterwards, when the Royal Society proposed to send persons to observe the Transit of Venus, in 1769, Alexander Dalrymple was thought of as a proper person; and the Admiralty approving of his being employed for this service, as well as for prosecuting discoveries in that quarter, Alexander Dalrymple accompanied the Surveyor of the Navy to examine two vessels that were thought fit for the purpose. The one he approved was accordingly purchased; but the worthy Admiral Hawke, who then presided at the Admiralty, was wrought upon by insinuations that he would be exposed to a parliamentary impeachment if he employed any but a Navy Officer; and although offers were made to Alexander Dalrymple that the instructions for the voyage should be entrusted to him, and the Officer commanding the vessel be positively ordered to follow his opinion, on the compliance with

which his promotion was to depend, yet Alexander Dalrymple, sensible, from experience in his own outlet in the Cuddalore, that a divided command was incompatible with the public service in such voyages, declined going out on that footing. As the persons by whose insinuations Alexander Dalrymple was set aside, on that occasion, are now dead, it would be improper to enter into further detail of the subject; except to take notice that Alexander Dalrymple withheld no information in his power to give.

Subsequent to these transactions, in June 1769, the Court of Directors were pleased to give Alexander Dalrymple 5000l. for his past services; equivalent to the emoluments of Secretary at Madras, which he had relinquished, in 1759, to proceed on the Eastern voyage.

It would be to no purpose to recite the various proceedings concerning Balambangan, a circumstantial account to that time was published in 1768; suffice it to say, the Court of Directors appointed Alexander Dalrymple *Chief* of Balambangan, and Commander of the Britannia; but some unhappy differences arising with the Directors of the East India Company, Alexander Dalrymple was removed from the charge of that intended settlement, and another person, to say the least, very incompetent to that trust, appointed in his stead.

In 1774, the Court of Directors being dissatisfied with that person's conduct, had it in contemplation to send a Supervisor thither. Alexander Dalrymple then made an offer of his services to redeem the expedition from destruction, and offered these services without any present emolument, except defraying his expences, on condition that a small portion of the clear profits of the establishment should be granted to him and his heirs; offering that this allotment should not take place till every expence had been reimbursed which had accrued under his management, even on his *exploring voyage*, and to engage that the expence of the establishment should not exceed 10,000l. per annum. This offer was referred to the Committee of Correspondence to examine and report; but that report no where appears. However, this offer was not accepted; and not long after the settlement of Balambangan was cut off by some Sooloo freebooters, if cut off can be applied to

the loss of a settlement without bloodshed.

To this scandalous neglect, to give it no worse a name ! our footing in the Eastern Islands was lost ; and although Balambangan was established with a profuse and idle extravagance, and lost entirely by *mismanagement* ; yet from these causes, although groundlessly, that important object will probably never be again attempted ; though, under good management, the expence of establishing this, as a most profitable settlement, would have cost less than the amount paid for *port charges* at Canton for a couple of years.

Alexander Dalrymple, from the time he returned to England in 1765, was almost constantly engaged in collecting and arranging materials for a full exposition of the importance of the Eastern Islands and South Seas ; and was encouraged by the Court of Directors to publish various *Charts*, &c. It is positively affirmed, that the *Chart* of the Northern part of the Bay of Bengal, published in 1772, was the occasion of saving the Hawke Indiaman from the French in the war.

Alexander Dalrymple took every occasion to keep up his claim on the Madras Establishment ; but after Lord Pigot was, in 1775, appointed Governor of Fort St. George, Alexander Dalrymple was advised, by the then Chairman and Deputy-Chairman, to make a specific application, before the arrangement of the Madras Council was made, his former letters being considered as too general.

On the 3d of March 1775, Alexander Dalrymple accordingly applied to be restored to his standing, on the Madras establishment ; which application the Company were pleased to comply with, and he was appointed in his rank as a Member of Council, and was nominated to be one of the Committee of Circuit.

In the proceedings of the Council at Madras, no man, however violent in his animosity or opposition, ever imputed to Alexander Dalrymple any want of integrity, or zeal, for what he thought was for the Company's interest, and he had the satisfaction to find that the Court of Directors gave him distinguished marks of their approbation.

On the 1st of April 1779, when the Company were pleased to accept of his services in the employment he at present holds, by advice of Sir Geo

Wombwell, the then Chairman, Alexander Dalrymple accepted on the 8th, that employment by letter read in Court on the 9th of April, on condition it should not invalidate his pretensions at Madras.

On the 27th of May 1780, the Court of Directors resolved that Messrs. Russell, Dalrymple, Stone, and Lathom, having come home in pursuance of the Resolution of the General Court, in 1777, to have their conduct inquired into, and no objection having been made in so long a time, nor appearing against their conduct, should be again employed in the Company's Service.

The other Gentlemen were afterwards appointed to *Chiefships*, Alexander Dalrymple continuing in his present employment, with the reservation of his Madras pretensions.

When the employment Alexander Dalrymple now holds, was confirmed on the 19th of July, he expressed by letter, that he trusted, if he wished to return to Madras hereafter, that the Court would appoint him. This letter requiring no present resolution, as his former acceptance was conditional to that effect, and his present acceptance explanatory of the same condition still subsisting, it was ordered to lie on the table.

In 1784, when the India Bill was brought into Parliament, there was a clause precluding the Company from sending persons back to India, who had been a certain time in England ; Alexander Dalrymple represented the injustice this was to him, who had accepted his employment, on condition, that it should not injure his pretensions at Madras ; a clause was thereupon inserted, precluding that measure, unless with the concurrence of three fourths of the Directors, and three fourths of the Proprietors ; he was still not satisfied, because it put him on the same footing as a Delinquent ; when he stated this to the then Chairman and Deputy, the Deputy, asked, if, when he considered the good nature General Courts had always shown on those occasions, Alexander Dalrymple could entertain any doubt of being restored ? in case he should hereafter wish to go abroad.— His reply was, that if the General Court acted under an engagement of justice, he could have no doubt ; but, if ever he did go abroad, it must be in a high station ; the friends of those whole

whose interests were affected, might therefore give their votes against him, and those votes collectively be more than one-fourth of the Proprietors, who would attend on a private business, regarding an individual only.

It having been intimated, that the Minister would give his consent to an individual exception, in his behalf, if the Court of Directors would make the application,

Alexander Dalrymple on the 27th of July 1784, addressed the Court of Directors, desiring an application might be made to Parliament for an exception.

The Court resolved not to make the application, as the clause of exception had sufficiently provided for any claim he might have: although this is the ostensible reason for refusal, it is said, the *true* reason was, because such an *application* would be tantamount to an *appointment* by *Act of Parliament*; but the resolution, as it stands, *recognizes his claim*. To make this claim of public notoriety, he petitioned the House of Commons, the House of Peers, and the Sovereign; taking every precaution to *establish and avow the claim*.

As Alexander Dalrymple was in a very useful employment at home, he thought there was an option left with him; he preferred that employment to an inferior station abroad, and never wished to supersede any man who was his senior in the Company's Service; so long as Mr. Ruffel remained in India, he had therefore no motive for vivifying his claim; but after Mr. Ruffel's return to England, when he learnt that there was an intention of re-establishing the Government in a Civil servant, Alexander Dalrymple made his application to the Court of Directors, for that appointment, as the oldest servant of the Company; they were not pleased to grant him that honourable and lucrative station; but having been assured that the reason for his not being appointed, was not from defect in, or objection to him; he thought he was well justified in desiring the Company's bounty might be extended to an old and faithful Civil servant, in like manner as it had been bestowed on military men, whose expectations had been disappointed by their arrangements.

The Court of Directors thereupon with (Alexander Dalrymple has been assured) only *two negatives*, granted

him a pension for life; to the kindness of Sir Stephen Lushington, then Chairman, and to Mr. Nathaniel Smith, Alexander Dalrymple has always expressed his particular obligations on that occasion. This pension is 500*l.* per annum, much less than what the Company have granted to military men, viz.

To General Stoner	£1500 per annum,
Dalling	1000
Lang	1000
Nelson	1000

The President and Council of Fort St. George's instructions to Alexander Dalrymple, 7th June, 1762, before recited, *recommending* to him a *full confidence* in the Company's *generous consideration of his zeal*, as the surest way to obtain their *favour*. Alexander Dalrymple might by this, have been taught to expect *something more than a bare equivalent* to the emolument of Secretary, which comfortable office he relinquished to go on a voyage exposed to great hazard and fatigue; and although he received 500*l.* in 1769, he refused to receive it on the first warrant, which expressed "in full of *all demands and expectations*," and received it on another, expressing, "in full for *past services*," yet it cannot be thought what Alexander Dalrymple has received can merit the appellation of *generous consideration of his zeal*.

From 1769, when he received 500*l.* as equivalent to what he would have received as Secretary, to 1779, when he was appointed to his present employment, being ten years; the advantage, supposing he never had been in a more lucrative station, would amount to *£. 5000*.

In that period he received less than 1000

So that in truth he received *£. 4000* less from the Company than if he had remained in the office of Secretary; and has been at the expence of a voyage to India; not to mention the expences that attended his appointment as Chief of Balambangan, for which he never received any consideration.

Alexander Dalrymple's opinion having been asked on divers public occasions, he trusts that the several persons who have, at those times, filled the confidential stations in the Direction, will do him the justice to say, that he always gave that opinion zealously for the Company's interest.

(To be concluded in our next.)

MEMOIRS
OF
ALEXANDER DALRYMPLE, ESQ.

[Concluded from Page * 327.]

ALTHOUGH it had long been in contemplation to have an Hydrographical Office at the Admiralty, it did not take effect till Earl Spencer's administration, when, in 1795, a memorial to his Majesty in Council was presented by the Commissioners for executing the Office of Lord High Admiral, recommending the measure, which was graciously approved, and the Admiralty empowered to appoint a proper person to be *Hydrographer to the Admiralty*; Earl Spencer was pleased to think of Alexander Dalrymple as a proper person. On this being mentioned to him, Alexander Dalrymple observed that he was much flattered by the distinction, but thought it incumbent upon him to inform the East India Company in the first instance; not only as he had been in their service so great a part of his life, and was now in a similar employment for the Company, but they having given him a pension for life, it behoved him to pay them the greater attention, although the two offices were not incompatible, but rather parts of the same. The Court of Directors expressed their assent to Alexander Dalrymple's acceptance of the Office of Hydrographer to the Admiralty, and Alexander Dalrymple was accordingly appointed.

On this occasion it will be expedient to insert a letter from that distinguished character, the late Admiral Kempenfelt, a man, in his course through a long life of public service and distinguished merit, *without a foe or imputation!*

"DEAR SIR,

"I have received your very valuable Charts for particular parts of the East Indies—what an infinite deal of pains and time you must have bestowed to form such a numerous collection! It seems an Herculean labour! but it is a proof what genius joined with industry is capable of. However you have the pleasing reflection that you have successfully laboured for the public good, the good of navigation,

and that your memory will live for ever. Love of fame is a laudable ambition, Young calls it the universal passion; and yet how few pursue the true road to it.

"I wish you was placed in a situation that would afford you more means, and a greater latitude to pursue your favourite study. I mean at the Head of an Hydrographical Board, established by authority of Government, to which office encouragement should be given, to bring all surveys and discoveries of rocks, shoals, &c. and those found good, printed at the public expence. It is no more than what the interest, as well as reputation, of the nation, as a great maritime state, requires should be done. By such an office, well conducted, what an increase of good surveys would the Publick be benefited with! And the good being stamped with the authority of the Board, would direct the purchaser to avoid those erroneous Charts, which, instead of serving to avoid dangers, too often fatally lead to them.

"To encourage men of genius, is one great means to make a State flourish, our Ministers in general, I think, have never been eminent for that virtue; a genius in this country may remain unknown to our Ministers, though known and esteemed in every other State of Europe."

"Charles Street,
"Dec. 24th, [1780]."

The opinion of this intelligent officer may serve to testify, that for the effectual benefit of the Publick, the Establishment of the Hydrographical Office should be on a more extensive plan than at present; What were the powers or duties of *Grand Pilot* do not appear, though that office was as ancient, at least, as Edward the VI. who appointed Sebastian Cabot in that capacity.

The following very sensible ordinance of the French was of so old a date as the month of August 1681, but it is taken from a copy published at Paris, in 1747.

TRAN-

TRANSLATION.

Title VIII.

"Of the Professor of Hydrography.

ART. 1. "We will, that in the most considerable maritime towns of our Kingdom, there be Professors of Hydrography, to teach publicly Navigation.

ART. 2. "The Professors of Hydrography must draw, and instruct their scholars to make them capable of figuring the ports, coasts, mountains, trees, towers, and other things serving for marks to harbours and roads, and to make Charts of the lands they discover.

ART. 3. "They must four days in each week, at least, keep their schools open, in which they must have charts, nautical instructions, globes, spheres, compasses, fore-staffs, astrolabes, and other instruments and books necessary in their art.

ART. 4. "The Directors of the Hospitals of the Town, where there shall be an Hydrographical School, shall be bound to send there for instruction, annually, two or three children, who shall be kept there, and furnished with books and instructions necessary to learn navigation.

ART. 5. "The Professors of Hydrography shall carefully examine the Journals of Voyages lodged with the Register of the Admiralty, of the place of their establishment, and correct them in presence of the Pilots, who had erred in their track.

ART. 6. "They are not to retain more than one month the Journals which shall be communicated by the Register, which we enjoin to be done, free of charge, on pain of interdiction.

ART. 7. "We declare the Professors of Hydrography actually teaching, exempt from watch, and guard, guardianship (*Guet and Garde, Curatelle*) and all other public charges.

ART. 8. "They are prohibited from absenting from the places of the establishment, without leave of the Admiral, or of the Mayors and Sheriffs who pay their salaries, on pain of losing their appointments."

This plan is admirably adapted to make navigators in the general course of service well qualified for all stations.

We understand Alexander Dalrymple has given in several memorials of measures expedient to be pursued in the charge of Hydrographer; but the many important objects requiring the atten-

tion of the Admiralty, have hitherto prevented any effectual measures being adopted, although many plates have been engraved towards forming a complete collection of Charts, for the use of his Majesty's Navy.

The annexed is a List of Alexander Dalrymple's Publications.

CATALOGUE OF PRINTED BOOKS and TRACTS by A. DALRYMPLE, exclusive of the *Nautical Publications* which are printed in a separate List.

*Those marked * were never published.*

Those marked † not sold.

(1) Account of Discoveries in the South Pacific Ocean before 1764. 8vo. 1767.

(2) † Memorial to the Proprietors of East India Stock. 8vo. 1768.

(3) † Account of what has passed between the East India Directors and Alexander Dalrymple, as first printed. 8vo. 1768.

(4) Account of what has passed—Do.—Do.—as published. 8vo. N.B. It is dated 1769, by a ridiculous custom of Printers, to date Publications, printed towards the close of the year, as if in the year ensuing.

(5) Plan for extending the Commerce of this Kingdom, and of the East India Company, by an Establishment at Balambangan.—N.B. Although printed in 1769, it was not published till 1771.

(6) * Letter concerning the proposed Supervisors. 20th June 1769. 8vo.

(7) Letter concerning the proposed Supervisors. 30th June. P. S. 3d July 1769. 4to. 1769.

(8) Second Letter—Do.—10th July 1769. 4to. 1769.

(9) Vox populi Vox Dei, Lord Weymouth's Appeal to the General Court of India Proprietors, considered, 14th August. P. S. 19th August 1769. 4to. 1769.

(10) Historical Collection of South Sea Voyages. 2 vols. 4to. 1770. 4to. 1771.

(11) † Proposition of a benevolent Voyage to introduce Corn, &c. into New Zealand, &c. 4to. 1771.

(12) Considerations on a Pamphlet (by Governor Johnstone) entitled "Thoughts on our Acquisitions in the East Indies, particularly respecting Bengal." 8vo. 1772.

(13) General View of the East India Company's Affairs (written in January 1769).

1769), to which are added some Observations on the present State of the Company's Affairs. 8vo. 1772.

(14) † A Paper concerning the General Government for India. 8vo.

(15) † Rights of the East India Company.—N.B. This was printed at the Company's Expence. 8vo. 1773.

(16) Letter to Dr. Hawkefworth. 4to. 1773.

(17) * Observations on Dr. Hawkefworth's Preface to 2d Edition. 4to. 1773. An Opinion of Sir David Dalrymple, that there was too much asperity in this Reply, retarded, and the Death of Dr. Hawkefworth, prevented the Publication.

(18) † Memorial of Doctor Juan Louis Arias (in Spanish) 4to. 1773.

(19) † Proposition for printing, by Subscription, the MS. Voyages and Travels in the British Museum. 4to. 1773.

(20) A full and clear Proof that the Spaniards have no right to Balam-bangan. 8vo. 1774.

(21) An Historical Relation of the several Expeditions, from Fort Malbro' to the Islands off the West Coast of Sumatra. 4to. 1775.

(22) Collection of Voyages, chiefly in the South Atlantic Ocean, from the Original MSS. by Dr. Halley, M. Bouvet, &c. with a Preface concerning a Voyage on Discovery, proposed to be undertaken by Alexander Dalrymple at his own Expence; Letters to Lord North on the Subject, and Plan of a Republican Colony. 4to. 1775.

(23) † Copies of Papers relative to the Restoration of the King of Tanjour, the Imprisonment of Lord Pigot, &c. Printed by the East India Company, for the use of the Proprietors. 4to. 1777.—N.B. In this Collection are many Minutes of Council, and some Letters by Alexander Dalrymple.

(24) † Several other pieces on the same Subject, written by Alexander Dalrymple, were printed by Admiral Pigot and Alexander Dalrymple, but not sold; those particularly by Alexander Dalrymple are 4to. 1777.

(25) Notes on Lord Pigot's Narrative.

(26) Letter to Proprietors of East India Stock. 8th May 1777.

(27) Account of the Transactions concerning the Revolt at Madras. 30th April 1777. Appendix.

(28) Letter to the Court of Directors.

19th June 1777.—Memorial—19th June 1777.

(29) † Account of the Subversion of the Legal Government of Fort St. George, in Answer to Mr. Andrew Stuart's Letter to The Court of Directors. 4to. 1778.

(30) Journal of the Grenville, published in the Philosophical Transactions. 4to. 1778.

(31) Considerations on the present State of Affairs between England and America. 8vo. 1778.

(32) Considerations on the East India Bill 1769. 8vo. 1778.

(33) State of the East India Company, and Sketch of an equitable Agreement. 8vo. 1780.

(34) Account of the Loss of the Grosvenor. 8vo. 1783.

(35) Reflections on the present State of the East India Company. 8vo. 1783.

(36) A Short Account of the Gentoo Mode of collecting the Revenues on the Coast of Coromandel. 8vo. 1783.

(37) A Retrospective View of the Ancient System of the East India Company, with a Plan of Regulation. 8vo. 1784.

(38) Postscript to Mr. Dalrymple's Account of the Gentoo Mode of collecting the Revenues on the Coast of Coromandel, being,—Observations made on a Perusal of it by Moodoo Kistna. 8vo. 1785.

(39) Extracts from Juvenilia, or Poems by George Withers. 24mo. 1785.

(40) Fair State of the Case, between the East India Company, and the Owners of Ships now in their Service, to which are added—Considerations on Mr. Brough's Pamphlet, concerning East India Shipping. 8vo. 1786.

(41) A serious Admonition to the Publick on the intended Thief Colony at Botany Bay, printed for Sewell, Cornhill.

(42) Review of the Contest concerning Four New Regiments, graciously offered by his Majesty to be sent to India, &c. 8vo. 1788.

(43) * Plan for promoting the Fur-Trade, and securing it to this Country, by uniting the Operations of the East India and Hudson's Bay Companies. 4to. 1789.

(44) * Memoir of a Map of the Lands around the North Pole. 4to. 1789.

(45) An Historical Journal of the Expeditions by Sea and Land, to the North of California in 1768, 1769, and

1770, when Spanish Establishments were first made at San Diego and Monterey, translated from the Spanish MS. by William Revely, Esq. to which is added,—Translation of Cabrera Bueno's Description of the Coast of California, and an Extract from the MS. Journal of M. Sauvage le Muet, 1714. 4to. 1790.

(46) A Letter to a Friend on the Test Act. 8vo. 1790.

(47) The Spanish Pretensions fairly discussed. 8vo. 1790.

(48) The Spanish Memorial of 4th June considered. 8vo. 1790.

(49) † Plan for the Publication of a Repertory of Oriental Information. 4to. 1790.

(50) * Memorial of Alexander Dalrymple. 8vo. 1791.

(51) Parliamentary Reform, as it is called, *improper*, in the present State of this Country. 8vo. 1793.

(52) Mr. Fox's Letter to his Worthy and Independent Electors of Westminster, fully considered. 8vo. 1793, printed for Stockdale, Piccadilly.

(53) † Observations on the *Copper Coinage* wanted for the *Circars*. Printed for the use of the East India Company. 8vo. 1794.

(54) The Poor Man's Friend. 8vo. 1795.

(55) A Collection of English Songs, with an Appendix of Original Pieces. 8vo. 1796.

(56) * A Fragment on the India Trade, Written in 1791. 8vo. 1797.

(57) Thoughts of an old Man of independent Mind, though dependent Fortune. 8vo. 1800, printed for Reynolds, Oxford-street.

(58) Oriental Repertory. Vol. 1st. 4to. April 1791 to January 1793.

(59) Oriental Repertory. Vol. 2d. 4to. (not completed).

N.B. There are some other pieces printed by Alexander Dalrymple, which from want of a copy to refer to, cannot be particularized; and also some in the Press *unfinished*, especially a Treatise of *Practical Navigation*, of which three Chapters are printed.

TO THE EDITOR OF THE EUROPEAN MAGAZINE.

SIR,

AS I was, one morning lately, taking my usual walk in Kensington Gardens, I by chance perceived on one of the seats what I imagined to be a letter. As a person, when totally idle, is eager to seize any thing that appears likely to give the least amusement, I immediately took it up, and found I had been more fortunate than ever I could have expected. On examination, I discovered it to be the outlines of a Didactic Poem. It seems to have been the intention of the writer to have comprised it in twenty Books, but the Commencement of Book I., the Arguments of Books II. and III., and a detached Episode, is all Fortune has thrown into my hands.

The perusal of it gave me peculiar pleasure, and I think I cannot perform my duty to society until I have communicated the pleasure to my countrymen. I have, at the same time, some hopes, the applause it will no doubt gain will embolden the author to finish a Poem he has commenced so successfully. If the writer does not intend to favour the world with a continuation of his labours, I am still confident, that in bringing this fragment into the world, I am doing an essential service to literature. The inestimable Treatise of Longinus is a fragment, yet no one will dispute its value.

I have attempted to point out some passages in which I discover imitations, or casual similitudes, with the classics: I have also endeavoured to elucidate some passages, which I thought needed it. Conscious of inability, I could not do more, and a regard to justice would not permit me to do less.

If you think it proper to publish the enclosed, on some future occasion I shall present you with the remainder.

I am yours,

HERANIO.

THE ART OF CANDLE-MAKING.

A DIDACTIC POEM, IN TWENTY BOOKS.

Non fumum ex fulgore, sed ex fumo dare lucem.

ARGUMENT OF BOOK I.

Subject proposed—Invocation—The subject proved to be of great importance to Poets—To Lovers—The tale of Hero and Leander—To Moralists—The resemblance